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IN THE CLAIMS

Cancel claims 1 and 2 and amend claim 3 as follows:

CM 3. (Amended) A chemical sealant device for repairing

a flat tire of a wheel [as recited in Claim 2], which

Comprising:
comprises:

P1 a) a rim for supporting and fitting a tire

thereabout;

B P1 b) means on the interior of said rim for carrying a
portion of the load of the wheel after the tire is punctured
and becomes partially flat, wherein said carrying means
includes an outer hollow torus member affixed onto the interior
surface of said rim; and

B P1 c) means within said carrying means, for releasing at
predetermined intervals of rotation of the wheel, tire

M chemical sealant and compressed air into the tire so that
eventually the tire will be repaired and tire pressure will be
at least partially restored, whereby road damage to the tire
will be prevented wherein said releasing means includes:

P2 [a] i) an inner hollow torus member having
dual side by side annular chambers, whereby said inner hollow
torus member is disposed within said outer hollow torus member;

P2 [b] ii) a first annular vessel placed into the
first annular chamber of said inner hollow torus member, said

first annular vessel holds the tire chemical sealant therein:

[c] iii) a second annular vessel placed into the second annular chamber of said inner hollow torus member, said second annular vessel holds the compressed air therein;

[d] iv) a first valve system connected to said first annular vessel, so that when said first valve system is activated by the rotation of the wheel it will release some of the tire chemical sealant into the first annular chamber of said inner hollow torus member and when said first valve system is deactivated by the continued rotation of the wheel it will release the tire chemical sealant from the first annular chamber of said inner hollow torus member into the tire to seal the puncture; and

[e] v) a second valve system connected to said second annular vessel, so that when said second valve system is activated by the rotation of the wheel it will release some of the compressed air into the second annular chamber of said inner hollow torus member and when said second valve system is deactivated by the continued rotation of the wheel it will release the compressed air from the second annular chamber of said inner hollow torus member into the tire to at least partially restore tire pressure.

REMARKS